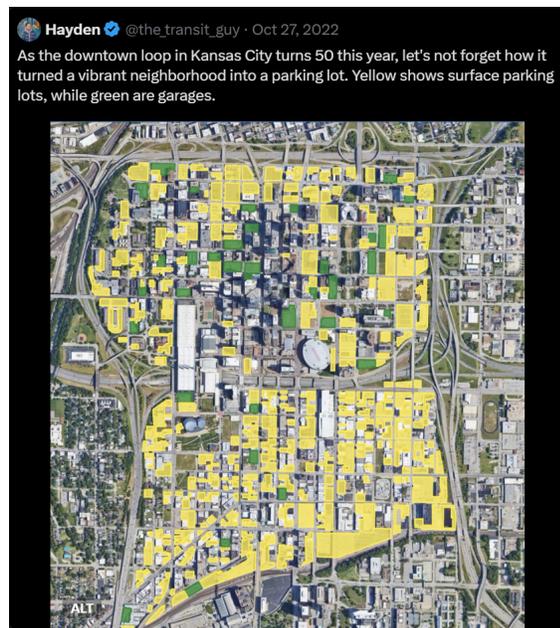
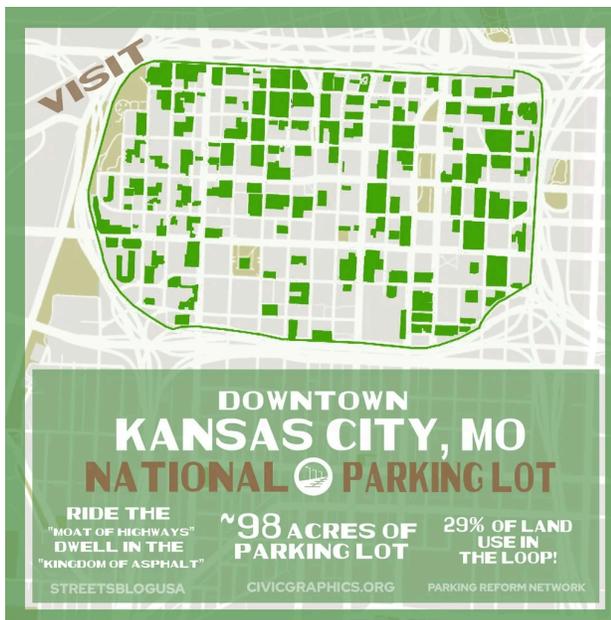


February 23, 2026

Members of the Neighborhood Planning and Development Committee:

The board of the Downtown Neighborhood Association would like to express its **support** for Ordinance 260219. This ordinance cleans up a complicated section of zoning code, brings best practices for parking regulations to Kansas City, and makes room for more Kansas Citians while protecting our historic neighborhoods.

While we love our neighborhood, *we're really tired of it becoming a meme*. Parking is the most common land use in Downtown, with nearly 30% of space dedicated to parking lots alone – not including large single-use garages, towers built on podium garages, and plentiful on-street parking. This is a quality of life issue that impacts us directly. Upper limits on parking, which would be introduced by this code, would significantly improve new development being proposed in our community.



Kansas City's current parking code is badly broken. Consider the following illustrations from [UrbanLabKC](https://urbanlabkc.org/parking-minimums-in-kc/)¹, which highlight what parking requirements do to urban form. Parking requirements cause demolition of historic urban buildings, particularly those buildings that have been abandoned for one year or more and no longer enjoy legal, non-conforming status.

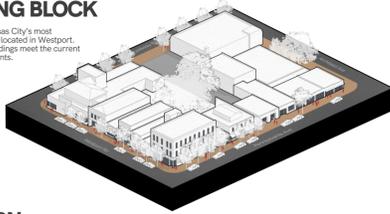
¹ <https://urbanlabkc.org/parking-minimums-in-kc/>



KANSAS CITY DOWNTOWN NEIGHBORHOOD ASSOCIATION

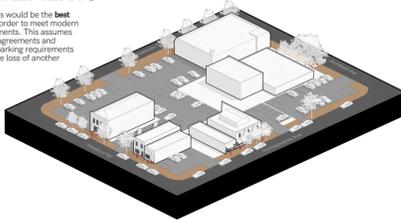
WESTPORT EXISTING BLOCK

This is one of Kansas City's most successful blocks, located in Westport. None of these buildings meet the current parking requirements.



MODERN REQUIREMENTS

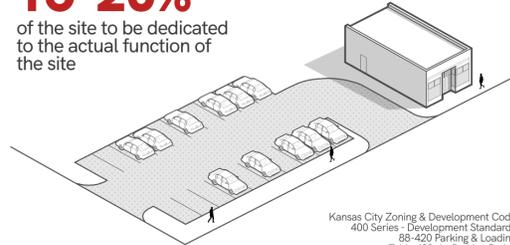
If built today, this would be the best case scenario in order to meet modern parking requirements. This assumes shared parking agreements and variances. Full parking requirements would involve the loss of another building.



BARS & NIGHTCLUBS

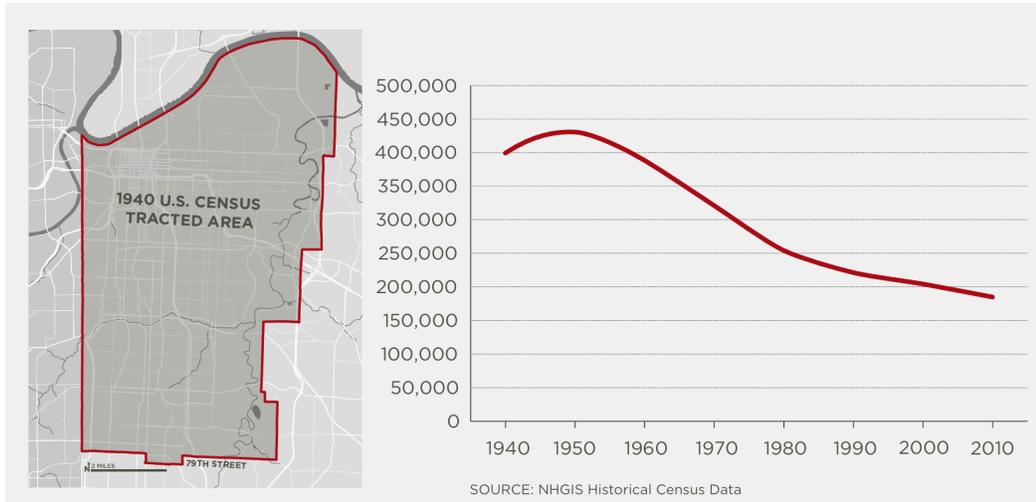
For every **1000 square feet** of building, you are required to provide **20 parking spaces**

This only allows **15-20%** of the site to be dedicated to the actual function of the site



Kansas City Zoning & Development Code
400 Series - Development Standards
88-420 Parking & Loading
Table 420-1 - Parking Ratios
@urbanlab_kc

All of those small, historic structures on lots with no room for off-street parking become targets for additional demolition and neglect, negatively impacting all neighborhoods. [The Next Rail Streetcar plan](#) highlighted just how badly our historic urban core has suffered population loss, declining by more than half since its 1950 peak². This staggering loss has no single cause, but accelerating redevelopment of this historic area should be our City's top priority. While we applaud and enjoy the growth downtown, it can't be limited to just a few square miles of our City.



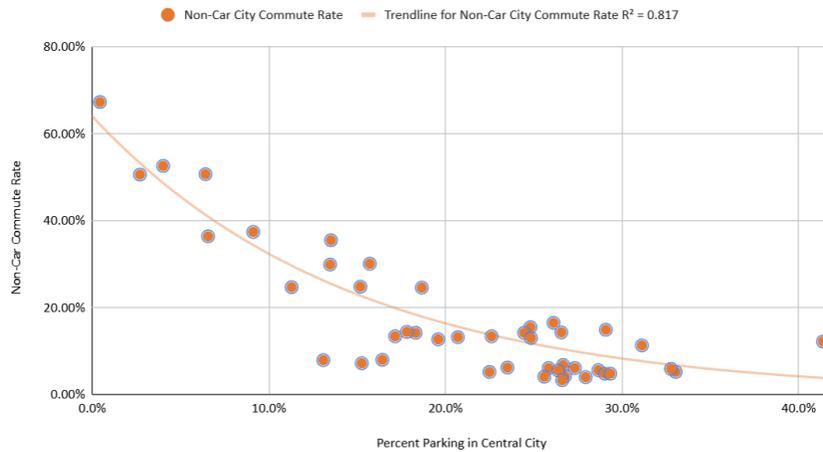
There is also a direct relationship between available parking downtown and the share of people walking, bicycling, or using transit, as demonstrated by the [Parking Reform Network](#)³ in the figure below. This has significant implications for our city's physical activity levels, our climate impact as a City, and the viability of our regional transit system.

² https://issuu.com/bnim/docs/book_j/15

³ <https://parkingreform.org/resources/parking-lot-map/>



Non-Car Commute Rate vs. Percent Parking in Central City



Additionally, the added cost of parking, particularly structured parking, [drives up the cost of housing](#)⁴. The average above-ground structured parking space now costs over \$30,000 to build⁵ (translating to \$150-\$250 in additional monthly costs per space, depending on loan rates and amortization). This in turn drives up rent and/or incentives requests to local taxing jurisdictions.

While we would very much like to see it, this ordinance alone will not result in many large developments that offer no off-street parking. Downtown is evidence of this. While minimum parking requirements were eliminated in the Central Business District over one decade ago, most developments here still provide at least as much off-street parking as would have been required by code.

For all these reasons, the Downtown Neighborhood Association supports Ordinance 260219 and respectfully requests that you vote yes to enact it.

Sincerely,

Nick Morris, DNA Planning and Development Chair

Peter Carnesciali
President, Downtown Neighborhood Association

⁴<https://www.brookings.edu/articles/parking-requirements-and-foundations-are-driving-up-the-cost-of-multifamily-housing>

⁵ <https://www.vtpi.org/tca/tca0504.pdf>